

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co., AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

M. MUMEYA,JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

223 Queen's Road Central.

JAPAN

COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 42, SANAGOTO-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDING, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Scambaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Shonan, Nagoya, Osaka, Kobe, Madaizuru, Kure, Shimonomi, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Madaizuru, Miike Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.

SOLE AGENTS for Hokoku, Honda, Kanada, Kishima, Mameda, Manoura, Onoura, Otaui, Sasahara, Tsukubaro, Yoshingata, Yoshiro, Yonokibara, and other Coal.

N. INUZUKA, Manager, Hong Kong.

1119

A healthy child is naturally full of life. His mother will tell you Rainier Beer did her a lot of good. It's pure ingredients. It's perfect brewing when used in moderation all tend to build up the system. Better try it yourself.

SEATTLE BREWING & MALTING CO.
SEATTLE, WASH.
PHONE RAINIER 30

Per Case, 6 dozen Pints, \$18.00
(Special terms to large buyers) 4 dozen Quarts, \$18.00A. S. WATSON & Co., Ltd.,
Sole Agents for HONGKONG, CHINA AND MANILA.**DINNEFORDS**

The Universal Remedy for Acidity of the Stomach, Headache, Indigestion, Sour Eructations, Bilious Affections.


MAGNESIA
 Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sicknes of Pregnancy.

YUEN KEE CO.

COAL MERCHANTS,
No. 17, OHU LOONG STREET,
(NEAR MESSENGER LANE, CRAWFORD & CO.,
HONGKONG,
CHINA.)

Hongkong, June 13, 1902. 1254

LA MINERVA CIGAR FACTORY.

ESTABLISHED 1887.

CUSTOMERS wishing Cigars sent to their Home addresses can have them sent by instructing the Manager, Mr. A. B. Tyre, at the Factory. We pay Duty at Home.

CIGARS FOR SALE AT CURRENT PRICES.

Hongkong, January 31, 1903. 210

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.

Hongkong, 1st January, 1903. 97

THE EUROPEAN BAKERY.

HANS WEISMANN,

PROPRIETOR.

BEGS to notify his Customers in Hongkong, that he has OPENED, in connection with his Bakery, a DEPOT in 13, WELLINGTON STREET, as a CAFE and REFRIGERATION ROOM, comfortably furnished for Ladies.

All kinds of cakes of the best and purest quality; also different kinds of Ice Cream, Aerated and American Drinks, Jellies, Meat Pies, Mince Rolls, etc., will be obtained there.

Orders will be promptly attended to.

TELEPHONE 406.

H. WEISMANN.

Hongkong, March 11, 1903. 631

LEA & PERRINS'

MESSRS. LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned

Original Worcestershire Sauce,

they are now printing their signature, in white, diagonally across the upper part of the red label on each bottle. Any one copying the same will be at once proceeded against.

WORCESTERSHIRE SAUCE.

The Original and Genuine Worcestershire.

Intimations.

GOOTHEN MARK LODGE, NO. 264.

A REGULAR MEETING of the GOOTHEN MARK LODGE will be held at the FREEMASONS' HALL on TUESDAY, the 24th March instant, at 8 for 8.30 p.m. precisely. VISITING BRETHREN ARE cordially INVITED TO ATTEND.

Hongkong, March 19, 1903. 607

Intimations.

Intimations.

GOVERNMENT NOTIFICATION.—
No. 102.

THE following Notice is published:

By Command,

F. H. MAY,
Colonial Secretary,
Hongkong, March 20, 1903.

NOTICE.

A MEETING of HIS MAJESTY'S JUSTICES OF THE PEACE will be held at the MAGISTRACY at 2.10 p.m., on THURSDAY, the 2nd April, 1903, for the purpose of considering the following application:

From JOHN H. DOWNS for the transfer of his Public License to sell and retail intoxicating liquor on the premises situated at No. 8, Shaikway Road, under the sign of the "BAY VIEW HOTEL," to one HOWARD M. COLLINS.

F. A. HAZELLAND,
Police Magistrate.
Hongkong, March 21, 1903. 629

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the REGISTERED OFFICES of the Company, Nos. 38 to 40, Queen's Road Central, on THURSDAY, the 26th day of MARCH, 1903, at 12 o'clock noon, for the purpose of considering and if thought fit of passing the following Resolutions—

- That the Company may underwrite the whole or any part of the fire risks on all, or any, of its properties as the directors may from time to time determine.
- That the sum of \$200,000 be standing to the credit of Permanent Reserve Fund to be transferred to the credit of an "Insurance Reserve Fund," and that this Fund shall be credited with the same premiums on the properties underwritten by the Company as they had been insured with other companies, and that all losses by fire shall be met out of the same Fund.
- JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, March 11, 1903. 532

MACHELL MEMORIAL FUND.

A MEETING of SUBSCRIBERS to the above Fund will be held at QUEEN'S COLLEGE on FRIDAY next, March 27th, at 6.30 p.m.

E. RALPHS,
Hon. Secretary.
Hongkong, March 21, 1902. 628

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the CONVENTION OFFICE, No. 63, Queen's Road Central, at NOON, on SATURDAY, the 28th March, 1903, for the purpose of receiving the Report of the General Manager, with a Statement of Accounts to 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 28th Inst., both days inclusive.

CHAN A FOOK, General
G. A. WATKINS, Managers.
Hongkong, March 20, 1902. 616

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,
BY
ARTHUR CHAPMAN,
GOVERNMENT ASSESSOR.Intending Subscribers are requested to send, as early as possible, Orders for as many copies as they may require to THE GOVERNMENT ASSESSOR,
The Treasury,
Hongkong, February 26, 1903. 415

PRICES VERY REASONABLE.

GOODS GUARANTEED TO BE FRESH
AND OF THE BEST QUALITY.

Hongkong, January 17, 1902. 118

THE MUTUAL STORES,
8 and 10, D'Aguilar Street.GENERAL PROVISION DEALERS,
WINE & SPIRIT MERCHANTS, &c.

TO LET.

4 NEW THREE STOREY HOUSES,
Caine Road, (Opposite Sir Paul Chater's Residence).Apply to SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, February 26, 1903. 410

TOP PLATE OF SEAVIEW, Wan Chai Gap.

Temporary withdrawal of the
Tungsha Light vessel for repair
postponed.T. J. ELDREDGE,
Acting Deputy Coast Inspector.Coast Inspector's Office,
Shanghai, March 16, 1903. 639

SHANGHAI DISTRICT.

Temporary withdrawal of the
Tungsha Light vessel for repair
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Shanghai, March 16, 1903. 639THE MUTUAL STORES,
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Acting Deputy Coast

SIAM CURRENCY.

Prospect of Another Rise.

On Saturday (says the *Bangkok Times* of the 11th inst.), the output of the new Mint was 11,000 taels, but on Monday it rose to 25,000, and that was repeated again yesterday. That means, in effect, that the difficulties with the new Mint are being overcome, and the anxiety with regard to the possible shortness of the supply of taels, may be said to be at an end.

The latest telegram from Singapore gives the dollar rate there as 1s. 8½d. We hope to learn now, therefore, that the Government has in accordance with the programme, made the selling price of taels 18½ to the pound sterling. This rise in the value of the dollar was not expected here, and there is some speculation as to whether it does not possibly foreshadow a 2s. dollar when the gold standard is adopted in the Straits. Silver is rising at present, being at 29s. an ounce, which makes the actual value of the dollar 1s. 7½d. How long this improvement in the market rate is likely to last, is another matter. The sudden firmness is supposed to be due to large purchases shortly to be made for India.

The prospect of an immediate rise in the price of the tael had hardly been taken into account here, and may throw calculations out in some cases. It is anticipated that experts will complain, but the Government has laid down a definite programme of what will happen in the event of a rise in the dollar, and we take it there is no question but that programme will be adhered to. The exporters had a very long innings of prosperity when the rest of the community were suffering, and the rise in the value of the Tael will eventually be to the benefit of all. It is said that sellers of sterling bills have been refusing the Bank's buying rate for the last few days, so little was any immediate increase looked for.

On the 13th inst., the *Bangkok Times* says:—As we anticipated yesterday, the Government selling rate of the tael is now 18½ to the pound sterling. This is the result of the Singapore dollar going a fraction over 1s. 8d., and there will no doubt be hopes that the present hardening of the silver market will go a bit further still.

The output of the new Mint yesterday was over 40,000 taels, and as the alterations required in the machinery are completed a further large increase will be effected.

For Sale.

FOR SALE.

THE Well Known 3/2 L. 11. STEAM YACHT "CABARFEIDH," L. 60 ft., B. 10ft., D. 6ft. Cylinders 7½ in. and 15 in.; 11 in. Stroke; now in excellent order. Owner leaving the Colony.

Apply to G. C. ANDERSON, Surveyor for Veritas, 4 Pader Street.

Hongkong, March 13, 1903. 552

Intimations.

THE CHINA BORNEO COMPANY, LIMITED.

(IN LIQUIDATION).

NO TICE IS HEREBY GIVEN IN PURSUANCE OF Section 139 of the Companies Ordinance 1865 that a General Meeting of the Members of the above-named Company will be held at No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on THURSDAY, the ninth day of APRIL, 1903, at 12 o'clock Noon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, &c., &c. Any explanation that may be given by the Liquidators and the use of determining by Extraordinary Resolution how the balance of the 25,000 fully-paid-up shares of the New Company to be allotted to the shareholders of this Company, being the fractional shares of such 25,000 shares shall be dealt with and the manner in which the books, accounts and documents of the Company and of the Liquidators thereof shall be disposed of.

Dated the 6th day of March, 1903.

(Signed) A. G. WOOD,
C. S. SHARP,
J. WHEELIEY,
Liquidators.

Witness to the signatures of Alexander George Wood, Charles Stewart Sharp, and John Thomas Martin Wheely.

(Signed) JOHN HAYS,
Solicitor,
Hongkong.

491

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Rooms specially reserved for Captains of the

MERCANTILE MARINE.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hot at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong, October 23, 1902. 272

A. G. GORDON,

M.I.M., M.I.Mech.E.,
MARSH INSTITUTION OF ENGINEERS AND
SHIPBUILDERS IN SCOTLAND.

CONSULTING MARINE ENGINEER.

AND

NAVAL ARCHITECT.

Damage, Collision and Wreck

Surveyor.

14 Des Voeux Road, Central.

Telegrams: "PENDIDA."

2244

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIN TEE MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to THE MANAGER OF WORKS AT HUNGKONG;

or SHEWAN, TONES & CO., General Managers.

245

LAMBERT AND BUTLER'S FRONTIER MIXTURE.

A PIPE TOBACCO.

Fragrant, Cool-smoking, unrivalled.

This Tobacco is packed in round, air-tight tins, thus preserving in beautiful condition for an unlimited period its delicate fragrance, irrespective of all climates.

To be obtained of Messrs Kruse & Co., in 1/4-lb. tins.

Made by

Lambert & Butler's Branch,
British-American Tobacco Co., Ltd.

STEAM TO CANTON.

FRENCH MAIL.

Twin Screw S.S. "SAN CHEUNG"

65 Tons, Captain Murphy, leaves HONG-KONG for CANTON at 5.30 p.m. on

SUNDAYS, TUESDAYS, and THUR-

SDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Hot and Cold Water laid on by Pipes to each Cabin. Ship lighted throughout by Electricity.

Passage Fare \$3.00 Single Journey.

Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co's Wharf,

CHEUNG ON S.S. CO., LTD.

Hongkong, February 2, 1903. 222

STEAM TO CANTON.

The Spotted new Steel Twin Screw Steamer

"KWONG CHOW."

1474 Tons, Captain WALKER, leaves HONG-KONG for CANTON at 5.30 p.m. on

SUNDAYS, TUESDAYS and THUR-

SDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passenger Fare \$4.00 Single Journey.

Meals \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, QUEEN'S ROAD WEST,

Hongkong, March 19, 1903. 611

CHAS. J. GAUPP & CO.,

Cronometers, Watch & Clock Makers,

Jewellers, Gold & Silversmiths,

OPTICAL, SCIENTIFIC AND

METEORLOGICAL INSTRUMENTS.

VONGLANDEN'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASS ADIMIRALY & IMRAY CHARTS,

NAUTICAL BOOKS.

English SCHOOL & EDUCATIONAL WARE.

CHAPADA & CO'S EDUCATIONAL WARE.

GOLD & SILVER JEWELLERY

in great variety.

D I A M O N D S

AND

DIAMOND JEWELLERY.

Splendid Collection of the Latest London Patterns.

Very moderate prices. 472

ESTABLISHED 1872.

HOP FUNG, 合

SHIP CHANDLER, &c.,

Nos. 30 & 32, Wing On St. Central.

Payable Quarterly in Advance.

EXCHANGE LINES:

\$20 per Quarter.

No Charge for Initial Installation.

N.B.—A Special Charge is made for

Lines of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC FANS.

ELECTRIC SUPPLIES

Of Every Description in Stock,

including:

BATTERIES, CHEMICALS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES, TELEPHONES,

WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL

INSTALLATIONS.

Erected and Maintained.

Estimates given Free for all kind of Electrical Work.

Trained Mechanics sent to Out-Ports if required.

NOTE ADDRESS:—2 ICE HOUSE ROAD.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,

A.M. Inst. C.E.,

Manager.

Hongkong, October 27, 1902. 272

WASHING BOOKS

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price \$1 each.

China Mail Office.

Established over Half-a-Century

Hotels.

Pelham House,

FAMILY HOTEL,

WYNDHAM STREET,

M. MOORE,

Proprietors.

866

Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

KOWLOON HOTEL.

HANDSOMELY FURNISHED and

Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported to

<tbl_r cells="7" ix="3" maxcspan="1" maxrspan="1" usedcols="7

TELEGRAMS.

[REUTER'S SERVICE.]

VENEZUELA.

LONDON, March 22, 1903.

President Castro has resigned, but Congress unanimously refuses to accept his resignation.

THE TRANSVAAL LABOUR QUESTION.

The Radicals are raising a strong agitation against the proposed methods for recruiting natives for the Rand Mines, and insist that it is merely a form of slavery. Mr Chamberlain indignantly repels this idea.

RIOTS AT BUDAPEST.

Serious student riots have taken place at Budapest on the anniversary of the death of Kosuth. The police were attacked with heavy missiles and sticks, and a number were injured.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, March 23.

THE CANTON HOSPITAL.

The Report of the Medical Missionary Society in China for 1902 is just out, and exhibits a large amount of work. A summary of the report has already appeared in your columns. I have recently gone through the hospital premises. One thing I saw is

of special interest to all residents of Canton, viz., a well-drilling apparatus at work. Just this afternoon I have heard that what is regarded as an abundant and pure water supply is assured. Boring was commenced in a well some twenty-five feet deep. Twenty feet of earth was gone through, when soft sandstone was encountered. This was found to get gradually harder. At first a large drift was used, and iron casing was driven down about seventy-five feet, but could be driven no farther. Finally soft soil was again met with after boring through 100 feet of rock. This was attained to day. It will be necessary to pump the water to the surface, and it is not yet possible to know what the character of the water is. If this experiment is a success other wells will certainly be bored.

DEPARTURES.

Dr R. H. Graves and Mrs Graves leave here this afternoon en route for the United States. The widow of the late Dr Kerr is also leaving for a visit to the homeland, sailing in the s.s. *China*.

Mr Zundel, manager of Messrs Arnhold, Karberg and Co's house here, and Mr S. E. Beston, of Messrs H. Dout and Co., are leaving for home soon.

TANJONG PAGAR DOCK CO., LIMITED.

The following extracts are taken from the directors' report of the Tanjong Pagar Dock Co., for the half-year ended December 31, 1902:

The net amount for the half-year available for distribution, including \$227,000 brought forward from last account, is \$764,553.55.

The Directors recommend the following disposition:

\$275,633.66 to be written off for depreciation of property, etc.

\$165,000 to be added to General Reserve Fund—which fund, it will be noted from the accounts, is invested in the Company's stocks and shares which will thus be brought up to \$1,700,000.

Dividend for the half-year of \$8 per share and a bonus of \$1 per share.

The adoption of these recommendations will leave a balance of \$74,559.88, which is suggested to carry forward.

The sixteenth issue of debentures, New Series, amounting to \$175,000, which matured on Oct. 10, 1902, has been replaced by a new issue of Debentures for a similar amount, bearing interest of 5 per cent per annum, under the title of 'B' Series.

The total amount of Debenture Issues is \$1,365,500.

A further issue of Debentures for \$250,000 at 5 per cent per annum has been arranged and subscribed for, and this series will be issued on April 11, 1903.

Homeward via Siberia.

To the information recently given on this subject, we are now able to add (says the N.-C. Daily News) that the fare from Daly to St. Petersburg, first-class, has been fixed at Roubles 267.90, say Th. 260, and second-class at Roubles 173.60, say Th. 173.50. The passenger is allowed one pound, or 30 lbs, avoid-poids, of luggage free, extra luggage being charged for at the rate of Rs. 2.07 per 10 lbs. The schedule time from Daly to St. Petersburg is only fifteen days, and there is only one change, at Lake Baikal, which has still to be crossed by steamer between Daly and Moscow.

At Moscow, most passengers will change into the International train-de-lieu for western Europe. The cost given above includes the cost of the sleeper as far as Moscow or St. Petersburg. The cost of food is about three roubles a day. As we have already mentioned, the train-de-lieu leaves Daly weekly at present on Saturday, but it is expected that within three months this will be altered to Sunday. The connection between Shanghai and Daly can be most conveniently and quickly made, as we have previously explained, by the fast mail steamer *Montevideo*, which does the trip in from thirty-two to thirty-four hours, so that the passenger has only one night at sea. The total cost for a traveller from Shanghai to London, with a moderate amount of luggage, will be something over forty pounds sterling, and the time will be little over half that required for the journey by sea.

4
POST ADDRESS: "ACHEE & CO.", HONGKONG.
A. G. CO., LTD., 4TH EDITION.

ESTABLISHED 1869.

ACHEE & CO.

祥利廣

17a Queen's Road.

Furniture Dealers.DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.ELECTRO-PLATED,
GLASS and
CHINA WARES.PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.**WM. POWELL,**
LIMITED.

Third Delivery of

French Millinery

and Untrimmed
Straws.Silks, Muslins, Ribbons,
Flowers.

Lace Collars

Novelties in the newest
Laces and Applique
Trimmings.**Gentlemen's****Department.**PRINT AND FINE
ZEPHYR SHIRTS
FOR SEASON 1903The finest stocks of
Shirts procurable.Rain Coats
and Light
Waterproofs.WM. POWELL, LTD.
28, Queen's Rd.TELEPHONE, 266
THE BEST SELECTION OF
WHISKIES IN THE EAST.**SCOTCH.**Our own Bottling.
F. S., very old Liqueur ... \$19.00
Club ... 15.00
Special Selected ... 14.00
Choice Old Highland ... 10.50
Glenlivet ... 9.00Sale Agent for
The Distillers Co., Ltd.
King Edward VII Liqueur ... 22.00
Highland Nectar ... 20.00
D. C. L. ... 16.50
Highland Club ... 13.50

Sole Agents.

Teachers' Highland Cream ... 15.50
D. G., Dump bottles ... 10.50
Peak Blend, do. ... 9.00

IRISH.

Danville's V.R. ... 16.00

AMERICAN.Canadian Rye, Sole Agents ... 19.00
Fine Old Bourbon ... 20.00
Hayden's Bourbon ... 21.00
Jed Clayton's Rye ... 22.00
Canadian Club ... 21.00H. PRICE & CO.,
12, Queen's Road.

458

MEMOS. FOR TO-MORROW.

Auctions.

2.30 p.m.—Auction of Household Furnishings, &c., at the Company's Office, C. Cohen, No. 1, Camera Villas, The Peak.

Miscellaneous.

10 a.m.—Military Practice.

General Memoranda.

THURSDAY, March 26.—

Noon.—Meeting of Shareholders of Humphreys Estate and Finance Co., Ltd., at the Company's Office.

2.30 p.m.—Auction of Household Furniture, &c., at No. 4, East Terrace, Robinson Road.

Goods per *Sachem* undelivered on this date subject to rent.Goods per *Richmond Castle* not cleared on this date subject to rent.

FRIDAY, March 27.—

3 p.m.—Auction of Household Furniture, &c., at No. 4, East Terrace, Kowloon.

Goods per *Judith* not cleared at 4 p.m. on this date subject to rent.Goods per *Afridi* undelivered after this date subject to rent.

SATURDAY, March 28.—

Noon.—Meeting of Shareholders of Watkins, Limited, at the Company's Office.

2.00 p.m.—Auction of Dress Materials, &c., at Mr V. I. Remedios' Sales Rooms.

MONDAY, March 30.—

3 p.m.—Auction of Crown Lands at the Public Works Department.

TUESDAY, March 31.—

8 p.m.—Annual Oxford and Cambridge Dinner in the Hongkong Hotel.

THURSDAY, April 2.—

2.15 p.m.—Meeting of H.M.'s Justices of the Peace at the Magistracy.

BANKERS DECORATED.

The Yokohama papers report that Mr

David Jackson, Manager of the Hongkong and Shanghai Banking Corporation, and

Mr T. S. Baker, Acting Sub-Manager,

have each been granted the Fourth Class

Order of the Rising Sun, as a mark of

the Imperial approval or their services in con-

nection with the sale of the 5 per cent

bonds is London last year.

A Voting Qualification.

In the Criminal Court, Melbourne, re-

cently, a Hindoo, who had been convicted,

was asked the usual questions, and the

associate inquired if his name was on

any electoral roll. The Hindoo inquired,

"What's that?" and was then asked,

"Have you a vote? did you ever vote for a

member of Parliament?" "No," he replied

decidedly, "but I was in the Kew lunatic

asylum."

Steamer Quarantined.

The *Kobe Herald* of the 17th inst.reports.—The British steamer *Kwunyan*,

which arrived in port from Hongkong

direct early this morning, was put in

quarantine at Wada Point for ten days.

The explanation given is that a coolie em-

ployed on board discharging cargo while

the vessel was in Hongkong fell down and

sustained fatal injuries. A post mortem

examination was held, however, and this

showed that the man had succumbed to

tubercular plague. Hence the detention of

the vessel at Wada.

SOCIETY NEWS.

The *Chicago Tribune* of the 28th

January contains the following:—At St

Paul's church, Kenwood, last evening, the

wedding of Miss Edith Goodman to

Mr William Bradley Walker of Hongkong,

was celebrated at 8 o'clock. The Rev.

Herman Page performed the ceremony.

The bride is the daughter of Major Thomas

Chard Goodman, U. S. A. The family

formerly lived in Chicago, but now resides

at Chattanooga, where Major Goodman

is stationed. The bride and groom first

met in Manila. The bride's sister, Miss

Ethel Goodman, was maid of honor. The

bridesmaids were Miss Anne Dearoff, Miss

Elisene McCaskay, Miss Lina Tower,

Miss Lillian Vent, and Miss Florence

Fickes of Dayton, O. Mr Arthur Cooley

of Omaha was the best man. The usher

was Capt. O. R. Wolf of the Twenty-

second Infantry, Capt. E. M. Smith, Lieut.

J. W. Exton, and Capt. George Meares,

all of the Twentieth Infantry, and Thomas

G. McWilliams, George B. Kerr Jr., and

William A. Goodman Jr. Frederick Good-

man Vent was master of ceremonies. The

church was decorated with pink roses and

palms. The bride wore a princess gown of

white crepe, trimmed with point lace, and

carried a bouquet of white roses. The

bridesmaids wore white gowns and carried

bouquets of pink roses. Following the

ceremony a supper was given at the Hyde

Park hotel. After an extended wedding

trip in the United States, Mr and Mrs

Walker will live in Hongkong.

WHAT IS A COUGH?

THE NAVAL DOCKYARD.

Minutes of Meeting held at the Hongkong Club House, on TUESDAY, 24th March, 1903.

Hon. R. Shewan briefly referred to the object for which the Meeting was called and moved that Sir Paul Chater, C.M.G., be asked to take the chair. The motion was seconded and carried unanimously. Sir Paul Chater, C.M.G., then took the chair and explained to the Meeting that he had been informed that owing to certain difficulties in connection with the foundations of the new Admiralty Dock, it seemed probable that the Admiralty might be induced to grant a favourable consideration to any reasonable scheme, which might be brought forward for the removal of the Admiralty Dock to some site which was more remote from the business and residential portion of the City of Victoria. The Chairman hoped that the members present were unanimous in their decision to have the Dock removed from its present site, placed as it is in the centre of the sea front of the City of Victoria. (Applause.)

On the motion of the Honourable R. Shewan, seconded by Mr Justice Winstone, the following gentlemen were then elected on a Committee for the purpose of bringing the views of the public in this matter before the proper authorities:-

Sir P. Chater (Chairman), Hon. C. W. Dickson, R. M. Smith, Esq., T. P. Cochran, Esq., Hon. Dr. Ho Kai, Hon. G. Steward, and Messrs. W. Peate, H. E. Pollock, K. G. E. A. Howitt, W. Dunby, M.L.C.E., A. G. Wood, H. N. Mody, D. E. Brown, E. W. Mitchell, H. E. Tomkins, G. Balloch, G. H. Medhurst, A. Forbes, Hon. R. Shewan, and J. H. Lewis.

At a meeting of the Committee which was held at the conclusion of the General Meeting, it was decided to ask his Excellency the Governor to consent to receive a deputation from the Committee for the purpose of interchange of views with him. Sir Paul Chater, C.M.G., was then chosen as Chairman of the Committee and Mr. E. Pollock, K. G. as Honorary Secretary, and a sub-Committee was appointed from the General Committee, consisting of the Chairman and Messrs. R. Shewan, G. Stewart, W. Peate and E. A. Hewitt, and the Hon. Secretary, for the purpose of drawing up a Petition for presentation to the Secretary of State for Colonies upon the subject of the removal of the Admiralty Dock from its present site.

It was also resolved to telegraph home a Summary of that Petition.

It was further resolved that the Committee would defray any expenses which might be incurred in connection with the prosecution of the attempt to endeavour to persuade the Authorities to consent to the removal of the new Admiralty Dock from its present site.

CORRESPONDENCE.

THE DOLLAR.

To the Editor of the 'CHINA MAIL.'

Hongkong, March 23.

Sir.—With apologies for stirring up what has been well turned over by those more capable than the writer, I ask a little space in your paper to refer to the question of exchange. As things stand, pending the settlement of the currency, a good deal of busiess must stand over until the value of the dollar is fixed.

It is almost funny to see how the dollar wriggles into sixteenths between one and seventeen and eighteen pence. Of course the banks are trusting that Providence will so influence the British Government, as to fix the dollar at one and eighteen pence for its wonderful duodecimal facilities.

The banks, of course, never dreamt of the heavy decimal qualities of the two shillings, such as Sixpences.

By the way, it is almost unbearable, and must not be incurred into by outsiders. To question these ways would be looked on as disorderly!

What a solemn ceremony it must be, the fixing of the daily rate of the dollar. Here we are reminded of the inexorable laws of supply and demand. Anyhow, the two-shilling dollar seems to me to be the best for the purpose. The immediate sacrifice of the banks will soon be made up by the increased volume of business and the financial abilities of the respective managers. A good deal depends on the earnest declarations of the people of Hongkong, whatever their nationality may be, that they are emphatic and courageous, with the power to back them. If the Hongkong people keep on knocking, the door will be opened to them. Governments are not always paid to take no notice of those who knock with proper persistence.

In the near future, it should be possible to have the gold standard of currency with the dollar fixed at two shillings. It seems to me, this would suit the United States, Mexico and South American Republics, and it should not be impossible for an international board to fix the dollar at two shillings—Yours,

BRITISHER.

[We think we see what 'Britisher' is driving at, but he does not help the discussion very much. Many of us would like to see a \$2 dollar again; but what would be most beneficial to trade is a fixed rate of exchange, whether the dollar is worth 2/- or twopence.—Ed., C.M.]

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:-

On the 24th at 11.30a.m. the barometer has fallen rapidly over W. Japan owing to the depression, which is now moving Eastwards off the S. coast of Kiushiu.

Pressure has recovered quickly and is again high over the E. coast of China.

The monsoon will set in again in the Formosa Channel during the ensuing 24 hours. Moderate E. winds over the N. part of the China Sea.

Forecast—NE winds, freshening; fine at first, misty later.

IT WILL NOT DO

[No fool with a bad cold. No one can tell what the end will be. Pneumonia, catarrh, chronic bronchitis and consumption invariably result from a neglected cold. As a medicine for the cure of colds, coughs and influenza, nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers: WATKINS LTD., General Agents.

THE NAVAL ESTABLISHMENT.

Proposed Removal from the City.

The agitation for the removal of the naval establishment from its present site in the centre of the city to another site is being renewed, and formal representations are to be made to the Imperial and Colonial Governments, in accordance with the proceedings at a private meeting held to-day, particulars of which are published elsewhere.

This is a question of vital importance to the colony, and it is beginning to be realised, to the navy as well. Long before the Naval Yard extensions now in progress were contemplated, it was felt that the presence of the Naval establishment in the heart of the city was antinomical to its development. This opinion gathered strength when the plans for the extension were made known, and an attempt was made to have the dockyard removed to the mainland, but either because the Admiralty and Colonial authorities could not see eye to eye in the matter, or, as has been stated, because it was considered the site on the island was safer from a strategical point of view, it was decided to proceed with the extension of the present yard. Work has been in progress for over two years, and a sum of about £250,000 has been already expended.

As the question is of imperial importance it is well that the facts should be widely known.

Any one acquainted with Hongkong knows how extremely scarce is level land adjoining the Harbour. There is a pressing need for more accommodation, and as the trade of the port continues to grow, there is a steadily increasing demand for sites for godowns and business houses. The large reclamation of the foreshores west of the Naval Yard has failed to meet the demand, and the extensive reclamation scheme east of the Yard, which has been sanctioned by the authorities and is now in course of preparation, can only partially relieve the congestion. On the west side of the naval and military property there are now four streets, and it is contemplated to have five or six on the east. As they approach the naval and military property, the traffic of those streets is forced into Queen's Road. Here it is throttled; congestion is already the result, and what it will be as the Colony expands after the eastern reclamation only those who have seen the growth of the Colony in recent years can realise. It is quite evident that one effect will be seriously hamper the naval development of the place. The greater part of the western reclamation is already occupied by Chinese houses, and the eastern reclamation, it is certain, can only serve to accommodate the rapidly increasing Chinese population, and to provide godowns for the increasing trade.

There is need for additional space in the business centre of the City, for the European commercial houses. Only by the removal of the Naval and Military establishments outside the City—the military to the healthier slopes of the island and the Navy elsewhere—can the necessary additional space be obtained. The removal of the Naval Yard would render available a length of 2300 feet of Praya-frontage. The space to be occupied by the Naval Yard and its extensions is about 80 acres. If the Naval Yard were removed and the natural line of the Praya continued between Murray Road and Arsenal Street, there would be left available 50 acres of the most valuable building land in the Colony, with four valuable frontages. Taking recent prices for the latest reclamation sites as a guide, it is estimated that the land thus rendered available would be worth at least £10,000,000, or, roughly, nearly £2,000,000. From the sanitary point of view, the removal of the Naval establishment from the city would be a great public advantage.

Looked at from what might be considered the Admiralty point of view the change would lead to greater efficiency and a reduction of current expenditure. Notwithstanding the extension in progress, the site is too restricted for naval purposes, and no further expansion is possible to meet developments in the immediate future. This is already leading to the provision of separate establishments at considerable distances from each other; this in an establishment where concentration is essential must entail an enormous waste of money, apart from the question of convenience. The accommodation being provided under the present scheme is confined to a single graving dock, 550 feet long, and a floating basin of 91 acres.

According to the Navy List of January, 1903, the total number of British warships serving on the China Station is 38, as compared with 59 in the Mediterranean and the Red Sea, and 15 on the Cape of Good Hope and West Coast of Africa Station.

The dock accommodation in existence or being provided in the Mediterranean aggregates about nine times that being provided at Hongkong, although the number of ships is little more than 5 per cent greater. The difference between the dock accommodation of the two stations is all the more marked when it is remembered that recently it was announced in the House of Commons that no docking accommodation is to be provided at Weihaiwei or elsewhere on the China Station. It may be remarked that the Japanese docks will be

furnished in case of need; but this depends on the maintenance of the alliance with Japan and must be reckoned as uncertain. At the Cape, the Admiralty are now building a dry dock one-half larger and floating basin three times larger than those being provided for the squadron here, although the number of ships there is only a little more than one-third of the China squadron.

It should be borne in mind that the China Station is a greater distance from Home, a fact which necessitates more of the repair work being done here, and as the weight and character of the vessels change there is less likelihood of their recall to England to refit at the end of each commission. An increase of the squadron may also be reckoned upon as a certainty. The Far Eastern squadrons of other Foreign Powers—notably Russia—are being increased, and it is noteworthy that in Port Arthur alone Russia has vastly more docking accommodation than is provided at Hongkong.

Looking ahead, therefore, it is easy to see that the present naval establishment in Hongkong will be insufficient for the requirements of the squadron, and even the extensions under way will not bring the establishment up to requirements. This is recognized by many responsible naval officers, and we believe it is correct to say that recent Commanders-in-Chief on the Station favour removal from the present site and the concentration of the whole establishment at a new site elsewhere. At present, the storehouses and engineering and refitting shops are in the city, the torpedo depot is at Kowloon, about two miles away, and the coal stores are distributed throughout the Colony, though an effort has been made of late to concentrate them in the neighbourhood of the torpedo depot at Kowloon. The dockyard officials are housed all over the colony, some at considerable distances, and when the new dock and workshops are completed and the staff brought up to requirements, the housing problem will be even more acute than it has been in recent years.

It would be an obvious advantage to the Navy and to the Colony to have the naval establishment removed to another site away from the centre of the city. Whether the new sites that have been suggested are more vulnerable to an enemy's fleet is a point for experts to decide; but if it be a fact that high naval officers are agreed that the change might be made safely, it may be assumed that it is not a strategic necessity to have the dock, &c., where they are at present. There are other sites available. These sites present overwhelming advantages—concentration in one establishment, unlimited room for expansion, and the creation of a new healthy residential centre for native workmen and European officials and foremen immediately contiguous to the works.

Here is a mere question of cost arises. Regarded as a mere matter of business, it is concluded, and we believe reasonably, that this important imperial and colonial improvement could be effected on a sound economic basis. It will pay the Colonial Government to give the Admiralty considerably more ground elsewhere, and to pay compensation for the existing buildings and the work already performed on the naval extension works. The change would be advantageous to both the Colony and the Navy. In the case of the Navy, expansion elsewhere (meaning still another separate establishment) must be contemplated in the not far distant future. In the case of the Colony, its development is retarded by the presence of the Naval Yard in the city, just at the point where relief from congestion is most seriously demanded. The Admiralty might not be justified in making the change, involving expense and delay; unless the Colonial authorities are prepared to reimburse the major portion of the expenditure. As we have said, this the Colony could afford to do, for the disposal of the Naval Yard site could be rapidly effected at high up-wards, while the benefit to the Colony, for commercial and sanitary reasons, would be permanent and incalculable.

One strong objection might be urged. The naval yard extension was undertaken after considerable delay, and the docking accommodation for the present large squadron is limited to the local commercial concerns. A change of site means further delay. Can the country afford to incur this delay? We think it can. The ships on the station can all be docked and repaired in the existing shipyards, which are more highly equipped and officered, than the new site. This will save time and money.

On this Bill was before the Council in the first stage, I was requested to assist the Committee of the Chinese Commercial Union in their efforts to point out the objectionable clauses in the Bill, and a Petition was sent to the Government praying for amendment.

The present Public Health and Buildings Ordinance is in part the result of our labours; and in my opinion, no better ordinance under the circumstances, could have been enacted.

From that time onward, I have contributed many articles dealing with the various sections of the Bill, which, after numerous amendments, has now passed into law.

On the appearance of this Draft Bill in the Government Gazette, I believe, I was the first to criticise through the medium of the Press the recommendations made.

From that time onward, I have contributed many articles dealing with the various sections of the Bill, which, after numerous amendments, has now passed into law.

It is always easy to make suggestions, but sometimes very difficult to carry them out.

As this Colony three-fourths of our inhabitants are composed of the lower class of Chinese, bounded by conditions of a very exceptional character, owing to their habits of life, I can plainly see that the principal factors to a successful sanitary administration are firmness, kindness, great tact, and the enlistment of public sympathy.

I have stated above, this is my native place and my home. All my interests are centred here, and are likely to remain so until the end of my days.

I am a self-made man, and believe I enjoy to no inconsiderable extent the confidence of most of the leading Chinese land-owners in this Colony.

Should I be elected, dependent as I am entirely on the prosperity of this place, I shall devote all my time which the responsibilities of my office may demand, to fully appreciate the importance of these responsibilities.

The health of this Colony constitutes the foundation of its wealth, and I will do my utmost to insist on strengthening that foundation.—Yours faithfully,

AHMET JUMJAHN.

LATE TELEGRAMS.

The Plague in India.

Calcutta, March 4.—23,860 deaths from plague took place in India last week, the principal increase being in the Punjab which had 6,622 deaths.

Serapeum, March 7.—Mr Saldanha, Health Officer, Benares Municipality, has died of plague. His son was also attacked but recovered.

POLO.

Murut, March 4.—In the finals of the inter-Regimental Polo Tournament to-day the 16th Hussars beat the 10th Hussars by four goals and one subsidiary to two goals and one subsidiary.

Obituary.

London, March 10.—Mr. H. C. Leigh Bennett, the Conservative Member for Chertsey Division, Surrey, is dead.

The Prince's Visit.

Calcutta, March 10.—The Indian Daily News hears from home that the visit of the Prince of Wales may be deferred for another year.

The Sugar Bounties.

London, March 9.—Mr Gerald Balfour, speaking in the House of Commons, said that Australia had voted that she does not desire to adhere to the Sugar Convention. The other Colonies and India have not yet signified their wishes.

Indian Coalfields.

Allahabad, March 6.—It is likely that in accordance with the policy of developing the mineral resources of India a scheme of experimental borings will be drawn up by the Geological Department will carry out during the next few years in the various coalfields to be tested, and reports upon their capabilities will be furnished to the Government.

Sporting.

The Kour Sahib of Patiala is sending his horse Record Reign in charge of Tom Scott to compete in the steeple-chase at Chantilly and Paris. Lansdowne, Southall and other jockeys from India are going to attend the racing in Italy.

Army Reform in Greece.

London, March 8.—A compromise has been arranged between the Crown Prince of Greece and the Government by which the former who was mentioned on the 25th February as being excluded from the post of Commander-in-Chief, retains the right to promote officers. A Cabinet crisis is thus averted.

British Trade.

The exports for February increased by £1,463,010 and the imports decreased by £1,120,000.

Intimations.

THE SANITARY BOARD.

Mr Rumjahn's Manifesto.

Hongkong, 23rd March, 1903.

TO THE RATEPAYERS WHO ARE ELIGIBLE TO VOTE AT THE FORTHCOMING MEETING, SANITARY BOARD ELECTION:

GENTLEMEN.—At the request of a very influential section of our community, I come forward and am prepared to stand for election as a member of the Sanitary Board.

I was born in the Colony about 40 years ago, was educated at the Government Central School now known as the Queen's College, and in 1882 gained the Morrison Scholarship, and, then, the only scholarship awarded, my competitors being 90 per cent Chinese boys and the principal subjects, translations from English into Chinese and vice versa.

During the past 15 years, I have followed my present occupation, that of Land and Commission Agent.

This has given me many opportunities of studying house-construction and the laws of Sanitation. I have at all times taken a great interest in the innumerable measures which have been brought forward relating to our Sanitary condition.

I was one of the signatories to the Petitions sent to the Secretary of State, praying for the appointment of a Commissioner in charge of the sanitary state of this Colony. And, with the help of the Morrison Scholarship, then, the only scholarship awarded, my competitors being 90 per cent Chinese boys and the principal subjects, translations from English into Chinese and vice versa.

On the appearance of this Draft Bill in the Government Gazette, I believe, I was the first to criticise through the medium of the Press the recommendations made.

Shipping Orders will be granted till Noon on Monday, the 6th April. Specie and Parcels received until 4 p.m. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. O. CHAMPEAUX,

Agent.

Hongkong, March 24, 1903.

TO PEARL DEALERS.

THE Undermentioned firm buys all kinds to apply to

PEARLS.—Sellers are requested

TUESDAY, MARCH 24, 1903.

Shipping.

**HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.**

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE; BLACK SEA and BALTIc PORTS; NORTHWARD SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Konigsberg, Capt. Mayer, 10th April, 1903. Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sambu, Capt. Schmidt, 21st April, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

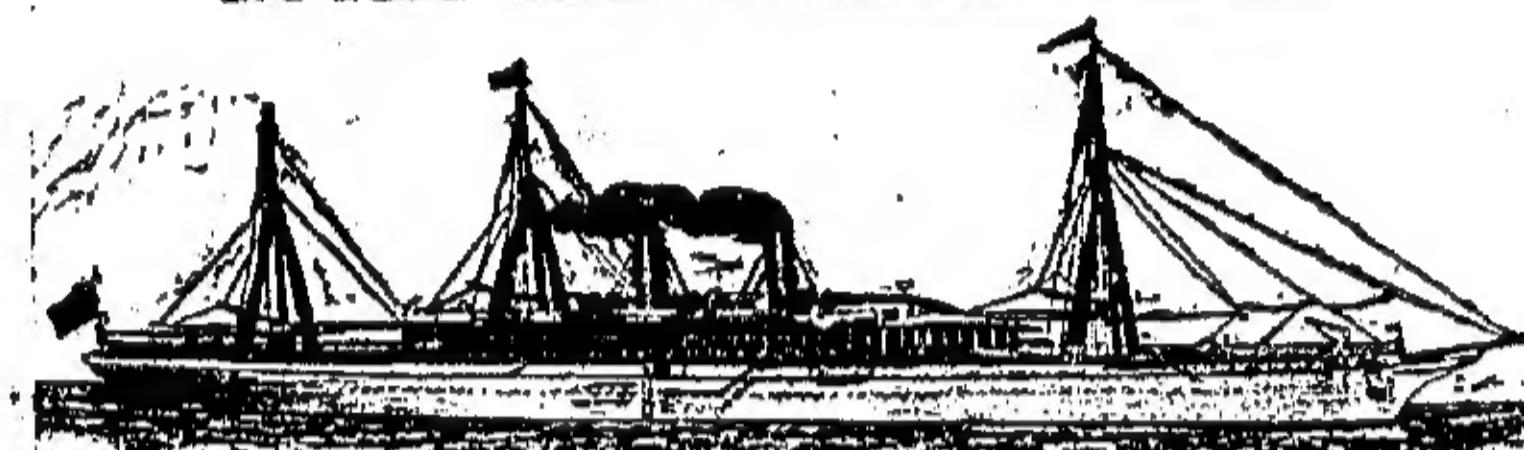
S.S. Serbia, Capt. Deinat, 5th May, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Susanna, Capt. Bremer, 19th May, 1903. Freight.

For further particulars, apply to

**HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.****CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, E.C.

SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 18 knots

Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration.)

1903

R.M.S. IMPRESS OF CHINA 6,000 TONS. WEDNESDAY, April 1.
R.M.S. EMPRESS OF INDIA 6,000 TONS. WEDNESDAY, April 22.
R.M.S. TARTAR 4,425 TONS. WEDNESDAY, May 6.
R.M.S. EMPRESS OF JAPAN 6,000 TONS. WEDNESDAY, May 13.
R.M.S. ATHENIAN 3,882 TONS. WEDNESDAY, May 27.
R.M.S. EMPRESS OF CHINA 6,000 TONS. WEDNESDAY, June 3.
R.M.S. IMPRESS OF INDIA 6,000 TONS. WEDNESDAY, June 24.
R.M.S. TARTAR 4,425 TONS. WEDNESDAY, July 22.
R.M.S. EMPRESS OF CHINA 6,000 TONS. WEDNESDAY, Aug. 5.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALatial OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection made at Montreal, Quebec, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALatial STEAMSHIPS, (second none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for speed at the Chicago World's Exposition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDE STREET. 1112
Hongkong, March 18, 1903.**PORLAND AND ASIATIC
STEAMSHIP COMPANY.**SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN,
MOJI, KORE & YOKOHAMA; FOR
PORTLAND, OREGON,OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRASAMHA 5197 R. P. Craven March 26, 1903

INDRAVELLI 4899 W. E. Craven April 16, 1903

INDRAPURA 4899 A. E. Hollingsworth May 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight, and further information communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, March 10, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

YAWATA MARU { NAGASAKI, KOBE AND YOKO- WEDNESDAY,
A. E. MOSES. HAMA. March 25, at Noon.WAKASA MARU, KOBE AND YOKOHAMA. FRIDAY, 27th
J. B. MACHILLAN. MARCH, Daylight.KUMANO MARU, SYDNEY and MELBOURNE, Via FRIDAY, 27th
E. W. HASWELL. MANILA THURSDAY ISLAND, March, at 4 p.m.KAMAKURA MARU, MARSKILLES, LONDON, and SATURDAY, 4th
H. PETERSEN. ANTWERP, Via SINGAPORE, PEN- April, Daylight.

TOYA MARU, VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, April, at 4 p.m.

H. CHRISTENSEN. KOBE AND YOKOHAMA. April, at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, March 19, 1903.

77

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED.**AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.**

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM STEAMERS DUE

GLASGOW AND LIVERPOOL. MENELAUS 25th March.

GLASGOW AND LIVERPOOL. OANFA 26th March.

GLASGOW AND LIVERPOOL. JASON 3rd April.

GLASGOW AND LIVERPOOL. AGAMEMNON 9th April.

GLASGOW AND LIVERPOOL. KEENUN 16th April.

The S.S. OANFA left Singapore on the 20th March, and is due here on 20th inst.

The S.S. MENELAUS left Singapore on 22nd inst., at noon, and is expected here on the 27th inst.

HOMEWARDS

LONDON BERTH.

STEAMERS TO SAIL

LONDON, VIA GENOA. KINTICK 31st March.

LONDON AND ANTWERP. GLACIER 14th April.

LONDON. DEUCALION 29th April.

LONDON. AGAMEMNON 12th May.

LONDON. CALchas 26th May.

LIVERPOOL BERTH.

(Taking Cargo at London Rates.)

LIVERPOOL VIA MARSEILLES, PINSLEY 18 April.

LIVERPOOL, VIA GENOA. PATROCUL 25th May.

CONTINENTAL BERTH.

MARSEILLES, LONDON & ANTWERP. MENELAUS 27th April.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL

VICTORIA, SEATTLE, TACOMA, AND VIA OANFA 28th March.

N'KI, KOBE & YOKOHAMA. VIA KEENUN 18th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 24, 1903.

CHINA NAVIGATION CO., LTD.

FOR STEAMERS TO SAIL

SHANGHAI. SINAN 25th March.

SWATOW, CHEFOU & TIENSIN. NANGAO 25th March.

MANILA. TAIPEH 25th March.

CEBU AND ILOILO. TAIFONG 28th March.

YOKOHAMA AND KOBE. KAIHU 1st April.

CHINCU 4th April.

PT. DARWIN THURSDAY ISLAND. COOTWOOD, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and CHINCU 4th April.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 23, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE, STEAM FOR SINGAPORE, PFENANG, COLOMBO, ADEN, SUEZ, PORT SAID NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

PRINZ HEINRICH + WEDNESDAY, 1st April.

SACHSEN + WEDNESDAY, 16th April.

KIAUTSCHOU + WEDNESDAY, 29th April.

BAIER + WEDNESDAY, 13th May.

ZIETEN + WEDNESDAY, 27th May.

PRINZ REG. LUFTPOLD + THURSDAY, 5th June.

ROON + THURSDAY, 9th July.

PREUSSEN + THURSDAY, 21st July.

Steamers of the Hamburg-Amerika Linie. + Calling at Amsterdam.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, March 21, 1903.

NIPPON YUSEN KAISHA (ORIENTAL S. S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamer ROSETTA MARU, 3876 Tons, Captain N. TATE will be despatched for MANILA on THURSDAY, the 24th March, at Noon. To be followed by ROHITA MARU on the 30th March.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

J. S. MITHARA, Manager.

Hongkong, March 21, 1903.

NIPPON YUSEN KAISHA FOR MANILA.

THE Co.'s Japanese Mail Steamship KUMANO MAJU,

5,000 Tons, Captain E. W. Haswell, will be despatched for the above Port on FRIDAY, the 27th March, at 4 p.m.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety, and comfort of Passengers. Electric Light and Refrigerator; Doctor and Stewardess carried.

For Freight and Passage, apply to the Office of the Company's Steamship.

YUNISANG.

Captain E. W. Haswell, will be despatched as above on FRIDAY, the 27th Inst., at 4 p.m.

The Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.

For Freight, apply to

Shipping.

REGULAR STEAMSHIP SERVICE
TO NEW YORK VIA PORTS AND SUEZ CANAL
(With liberty to call at Philippine Ports).
Proposed Sailing from Hongkong.
THE Steamer "SENECA" will be despatched for the above ports on or about 20th March.
For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Agents, Hongkong, March 13, 1903. 553

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cables to ADELAIDE, THE NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN", Captain Ellis, will be despatched as above on THURSDAY, the 9th April, at noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBR, LIVINGSTON & Co., Agents, Hongkong, March 17, 1903. 583

Notices to Consignees.

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship "Indra", having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the 27th March at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case where the Goods

All damage or loss must be lost in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

JARDINE, MATHESON & Co., Agents, Hongkong, March 21, 1903. 633

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "AFRIDI".

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., AT KOWLOON, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Inst., will be subject to rent.

All damage against the steamer must be presented to the Undersigned on or before the 30th Inst., or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, and Kowloon, whence delivery may be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, March 20, 1903. 614

BARBEE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "SACHEN". OF THE NORDEUTSCHE LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., AT KOWLOON, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th of March, will be subject to rent.

All damage against the steamer must be presented to the Undersigned on or before the 30th Inst., or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, and Kowloon, whence delivery may be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, March 18, 1903. 596

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS, FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "Glen-hid", having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained as soon as the Goods are landed.

Goods not cleared by the 24th Inst. will be subject to rent.

No Fire Insurance will be effected.

All Goods and Packages must be lost in the Godowns, and a certificate of the damage obtained from the Godown Co., within ten days after the Steamer's arrival, after which no Claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, March 18, 1903. 598

Notices to Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "Lightning", having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along.

Cargo impeding the discharge will be landed at once at Consignee's risk and expense. Cargo remaining on board after 4 p.m. on the 25th instant, will be landed at Consignee's risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASOON, & Co., Ltd.

Agents, Hongkong, March 23, 1903. 035

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Co.'s Steamship "Maria Valerie" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

The Vessel brings cargo:—From Venice on 21st, transhipped at Trieste.

Optional cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th of March, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th of March, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents, Hongkong, March 23, 1903. 638

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP AND LONDON.

THE Steamship "PEMBROKE", PEMBROKESHIRE, having arrived at the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 20th March, at 9.30 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents, Hongkong, March 23, 1903. 647

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "SACHEN". OF THE NORDEUTSCHE LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., AT KOWLOON, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Inst., will be subject to rent.

All damage against the steamer must be presented to the Undersigned on or before the 30th Inst., or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, and Kowloon, whence delivery may be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, March 20, 1903. 614

BARBEE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "AFRIDI".

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Gods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., AT KOWLOON, whence and/or from the Wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th of March, will be subject to rent.

All damage against the steamer must be presented to the Undersigned on or before the 26th March, or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, and Kowloon, whence delivery may be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, March 18, 1903. 596

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS, FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "Glen-hid", having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained as soon as the Goods are landed.

Goods not cleared by the 24th Inst. will be subject to rent.

No Fire Insurance will be effected.

All Goods and Packages must be lost in the Godowns, and a certificate of the damage obtained from the Godown Co., within ten days after the Steamer's arrival, after which no Claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, March 18, 1903. 598

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

RESERVE LIABILITY OF SHAREHOLDERS.....\$10,000,000

PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TORKINS, Esq., Director.

G. BALFOUR, Esq., C. Mitchell, Esq.

H. G. W. DICKSON, D. M. Moes, Esq.

E. Goetz, Esq., H. Schubart, Esq.

E. H. MODHURST, Hon. R. Sheyan, Esq.

N. A. Slobs, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,

MANAGER:

Shanghai—H. M. BEVIL,

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 2½ per cent. per annum.

" 6 " 4 "

" 12 " 4 "

" 18 " 4 "

" 24 " 4 "

" 30 " 4 "

" 36 " 4 "

" 42 " 4 "

" 48 " 4 "

" 54 " 4 "

" 60 " 4 "

" 66 " 4 "

" 72 " 4 "

" 78 " 4 "

" 84 " 4 "

" 90 " 4 "

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THE CHINA MAIL.

TUESDAY, MARCH 24, 1903.

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

VISITORS AT HOTELS.

SHIPPING.

ARRIVALS.

March 23.						
Kwang Tsl.	Chinese str.	1,536, Wm.	H. Lunt,	Shanghai March 20, General.		
Mr. W. S. Bailey	Mr C. E. Jungensfeld	Mr E. A. Katzsch	Mr H. Lebrun	March 17, Cotton & Twst. - P. & O. S. N. Co.		
Mr. K. Beale	Mr H. Little	Mr D. Mrs. E. Bennett	Mr I. C. E. & MINING CO.	March 18, Coal, China March 16, via Shanghai 20, Coal - C. E. & MINING CO.		
Mr. E. V. Bissell	Mr R. Macgowan	Mr N. Bixby	Mr A. A. Morrison	Mr F. B. Boggs	Mr S. E. Mase	Mr F. B. Bonner
Mr. & Mrs. E. Mast	Mr H. H. May	Mr. & Mrs. H. McCabe	Mr E. W. Mills	Mr. & Mrs. A. H. McCallum	Mr. & Mrs. A. H. McCallum	Mr. & Mrs. A. H. McCallum
Mr. F. Bowes	Mr H. Moore	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. Brockman	Miss G. Moore	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. W. S. Brown	Mr J. North, R.N.	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. Hart Buck	Murphy	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. O. Clifford	Mr C. J. North, R.N.	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. & Mrs. C. M. & Mrs. Ollie and Cohen	nurse	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. G. E. Cols	Mr. & Mrs. M. Oster	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. J. S. Collier	Mr. & Mrs. M. Oster	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. & Mrs. E. E. M. A. Otto	Mr W. Parfitt	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. C. K. Davis	Mr W. G. Parkes	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. F. Doan	Col. and Mrs. von	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. G. Dorby	Raffay	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. J. H. Derbyshire	Mr J. Rankin	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. K. Doog	Mr and Mrs. F. O. O.	Mr. & Mrs. E. O. Goss	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. and Mrs. G. W. Ranney	Dorsey	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. T. C. Downing	Mr J. Reid	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. F. W. Edward	Mr C. A. Reynolds	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. and Mrs. A. Ellis	Mr C. A. Reynolds	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. G. J. Engelsbach	Mr M. Sallard	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. G. Fisher	Mr H. L. Sanderson	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. K. Ford	Mr C. Skott	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. Frank	Mr E. A. Snowin	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. G. Freeman	Mr L. E. Sperry	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. G. George	Miss Stacey	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. D. Gorss	Mr Stoll	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. E. Glueck	Mr C. A. Taylor	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. J. Godbehere	Mr J. A. Thomas	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. B. F. Hausersley	Mr J. C. Thompson	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Major & Mrs. Hanbury	R.E.	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. R. D. Harvey	Mr and Mrs. Vegret	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. A. Hayter	Mr Vollet	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. R. G. Heckford	Mr C. N. Walton	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. W. J. Hernan	Mr & Mrs. Warren	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. D. Hill	Mr R. D. Whistler	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. A. Hollingsworth	Mr A. M. Whitton	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. and Mrs. J. Hooper	Mr F. H. Wilson	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Miss Horbord	Wilson	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. T. Howard	Miss Wilson & servant	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. and Mrs. Hughes	Mr R. W. Wictor	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Rev. F. Inley	berg	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. D. Jaffé	Mr and Mrs. C. E. James	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. L. James	Woolmer	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
CONNAGHT HOUSE.						
Mr and Mrs. A. Baston	Mr C. K. Johnson	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
2 children (2)	Mr M. Kieran	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. T. Begley	Mr R. K. Morris	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. R. G. A. Bonn	Mr G. E. Lee	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. W. B. Boyce	Mr C. M. Madrall	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. & Mrs. B. Brewitt	& Mr H. C. Marshall	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. B. Dufour	Mr H. Murphy	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. J. E. Evans	Mr C. H. Stedman	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. J. H. Evans	Mr C. H. Stedman	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. J. K. Keegan	Mr C. H. Stedman	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. and Mrs. Wm. T. Stokes	R.N.	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. K. Kinney	Mr C. H. Stedman	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. W. G. Kennedy	Mr M. Carl	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. & Mrs. F. Kieno	Strakasch	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. and Mrs. L. A. Miss. Julia Strakasch	Mr H. Murphy	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Captain Kofod	Struton	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Captain Langlands	Mr A. Stucken	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
A.O.D.	Mr M. F. Titus	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. S. C. Macdisher	Mr & Mrs. Wildress	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Canon & Mrs. Miller	Master Wildress	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. B. Nunn	Mr E. L. Woodruff	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. E. C. Pontefex		Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
PELHAM HOUSE.						
Mr Charles A. Benson	Captain Murphy	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. H. E. Bradyn	Mr Murphy & child	Mr H. Murphy	Mr H. Murphy	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss	Mr. & Mrs. E. O. Goss
Mr. W. S. Collins	Mr Charles Nelson	Mr				